



ON THE LEVEL

The quarterly newsletter for Halverson Construction Co. Inc.

An Equal Opportunity Employer

Edition 9 - Spring 2015

President's Message



The construction season is here. The days are getting longer, the temperature is starting to rise and construction sites are popping up all over. A very busy year is ahead of us.

We continue to work in Carmel, Indiana, on US 31 and I-465. We have ongoing projects, Tier 3 and Tier 4, for Milord and the UPRR. Work just started on the bridge over Lake Shelbyville down by Sullivan. As I write this, we are starting on a deck replacement in Randolph County.

We are beginning the bridge work at Carpenter Street and are getting ready to place the Stage I deck in Alvin. Contracts for the accelerated bridges project with the UPRR and the Meredosia Bridge are also expected. On the commercial side, we are finishing our work at LLCC in Taylorville and starting a new project at the Illinois Department of Revenue. We also continue to perform several industrial projects in the Danville area.

With all of this work ahead of us, we have to remember to work safely and watch out for one another. I also ask you to remember our EEO obligations and continue to make good faith efforts to obtain the hiring goals for females, minorities, and trainees. With your help, we will have a safe and prosperous construction season.

Steve Halverson - President and EEO Officer



Heavy Highway Project Update



Carpenter Street Underpass, Springfield, IL

Halverson was awarded the Carpenter Street underpass project in late July 2014 after submitting the lowest of four bid proposals for the project on IDOT's June 2014 letting. Our \$10.2M bid came in approximately 5% under the next lowest bidder.

The first of nine planned projects along the Springfield's 10th Street rail corridor, the Carpenter Street underpass replaces the highway-rail grade crossing of Norfolk Southern Railroad's (NSRR's) track between 9th Street and 11th Street, and will provide improved access to the community's major medical facilities and reduce delays for emergency vehicles. This project is one of a number included in the "Illinois High Speed Rail - Chicago to St. Louis" improvement program.

Work began in September of 2014, and Halverson's initial challenge was to excavate for and install the subballast for the temporary shoofly track alignment less than 25' east of the existing NSRR track. In addition to the temporary track work, temporary sheet piling and an associated tie-back system was installed prior to the track switch to allow for pending work associated with the new NSRR and Union Pacific Railroad (UPRR) bridges and retaining walls.

With the help of subcontractors, Halverson has completed over 90% of the project's 161 drilled shafts lining the project corridor, with shafts ranging in size from 30" to 54" in diameter and depths exceeding 30-ft below existing grade.

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Currently, we are finishing up the shafts associated with the piers of the UPRR bridge and are completing concrete work for the columns of the NSRR bridge. Abutment and pier cap activities will soon follow, with a track switch to the new NSRR bridge anticipated mid-summer

Once train traffic is moved to the interim track alignment and across the new NSRR bridge, remaining roadway excavation, MSE wall, and concrete paving work can then be completed. We expect to be fully complete with this project late 2015.



Artist's rendering

SAFETY By Kevin Wilkins, Safety Manager

We kicked off the 2015 season with two days of safety training on February 10 and 11. Supervisory staff from all parts of the company were in attendance. Subjects ranged from drug and alcohol testing, to EEO compliance and sexual harassment training.

Brian MacKenzie, Damage Prevention Manager with Joint Utility Locating Information for Excavators (JULIE), gave a presentation on utility safety and the JULIE locate system. Kevin Epley of Rogers Human Resources Consulting provided information on sexual harassment and equal employment opportunity. On day

two we met Bill Stark, Risk Control Consultant with Gallagher Bassett Services, Inc. Bill covered several topics including stretch and flex, distracted driving, and driver accident procedures. We were also joined by Tom Hall of Alternative Risk Underwriting who educated us on how our insurance program works. I want to thank all of our guest presenters for their time and effort in putting together a successful seminar.

To the Halverson Construction supervisory staff, I want thank each and every one of you for taking the time to attend and most importantly for PARTICIPATING in this year's training. It can become

very lonely speaking in front of an un-engaged audience, and the people here at Halverson are very attentive and responsive. I can't thank you enough. Also, thanks to everyone who helped with getting supplies and materials together for training. It truly was a TEAM effort.

I just want to take a minute to highlight a couple of areas of the training:

- **Drug testing:** We test all new hires, post-accident, and for reasonable suspicion.
- **Flagging:** A STOP/SLOW paddle must be used at all times, except in emergency situations when a flag may be used.
- **Incidents:** All incidents (including near misses) must be reported immediately by phone and an incident report must be submitted within 24 hours.
- Toolbox Talks must be completed on every Monday and turned into the office.
- Safe Cards are to be completed on a daily basis.

If you ever have any questions, please call me and I will help you in any way that I can.



Standing l-r:
David Ruwe, Jr.,
Kevin Davis,
Roger Dietz,
Larry Antonacci,
Steve Sprouse

Seated l-r:
Mark James,
Kelvin Long (with
his back to us),
Joel Midiri,
Justin Wagle



CHANGES IN EMISSION LAWS

By Terry DeGroot, Shop Manager



In 1994, the first federal standards for emissions were introduced, called Tier One. The Tier One standards lowered the levels of Nitrogen Oxide (NOX) emissions. At the beginning of the program, the EPA estimated that by the year 2010, NOX emissions would be reduced by a million tons per year.

More stringent emission standards were introduced in 1998. These standards were called Tier Two and Tier Three. These standards lowered the NOX emissions even further. These two tiers were phased in between 2000 and 2008. One way

this was achieved was by advanced engine designs by having higher pressure fuel-injection systems, more precise injection timing, electronic engine controls and exhaust gas recirculation (EGR) systems. Emission levels were also reduced by lowering the sulfur levels in diesel fuel from 3000 ppm to 500 ppm. Sulfur is used in diesel fuel as a lubricant. Lowering emissions by advancing engine designs and by lowering sulfur levels in diesel fuel increased equipment prices by 2-3%.

Tier Four standards were introduced in 2004. The first phase of Tier Four was known as Tier Four Interim. Sulfur levels in diesel fuel were dropped to 15 ppm in 2010. The reduction in emissions was achieved by advancing engine designs, variable geometry turbo-chargers, low ash engine oils, exhaust catalysts, diesel particulate filters and diesel emission fluids.

The second phase of Tier Four began in 2015 and was called Tier Four Final. This required a reduction in NOX and Particulate Matter (PM) by 90% less than Tier Three standards.

Items that will negatively affect emission systems include moisture in diesel fuel. Water separator filters and fuel tanks should be drained of water often to remove the water sediment. The use of high ash engine oil affects emission systems and reacts negatively. The ash content in the engine oil can plug the particulate filters. Every engine uses a small amount of engine oil that is burnt and expelled through the exhaust systems. The ash gets trapped in the particulate filters. This ash cannot be incinerated for removal. Diesel particulate filters are designed to trap particulate matter in the exhaust systems. The high heat in exhaust systems is used to incinerate the particulate matter that is trapped in these filters. Excessive idling allows these filters to become plugged because of the excessive heat to remove the matter. It is suggested that warm-up times be no more than five minutes at idle and then 10 minutes at half throttle. Idling time should not exceed 15 minutes.

From Tier One to Tier Four, total emissions were reduced by 99%. By reducing the idle time of our machines, this helps Halverson Construction do their part in reducing emissions, which in turn helps protect our environment.

Commercial Division Update

Abraham Lincoln Capital Airport Hangar 3 Project

The Abraham Lincoln Capital Airport Hangar 3 Project is nearing completion. Halverson was awarded the contract in August of 2014 with a completion date set for January 29, 2015.

The project consisted of a complete rework of the entire hangar with three new airplane bays. The building was stripped down to the existing steel frame and concrete foundation. The rework included a new metal skin with insulation, new mechanical and plumbing systems, new electrical systems, interior separation walls, new concrete approaches, and a new bi-fold hangar door. The massive,



bi-fold door at the north end of the building presented significant challenges to the work, as did the short completion schedule and the need to work through the winter months.





Employee Profile

Eric Chamberlain, Project Manager

Eric Chamberlain is originally from DeKalb, Illinois, the northern Illinois community that is also the birthplace of barbed wire, beer nuggets and Cindy Crawford. Coming from a place with such diverse claims to fame, perhaps it's not surprising that the recently hired project manager cites the diversity of his assignments as the most interesting aspect of his job with Halverson.

Prior to joining Halverson, Eric served as project manager for other Midwest general contractors. His past experience includes airfield redevelopment at general aviation airports, roundabout construction and large interchange projects approaching \$80 million in contract value. He graduated from the University of Missouri-Rolla in 2006 with a degree in civil engineering and then worked for an engineering consulting firm in the St. Louis area where he developed experience in roadway design, and airfield construction management and inspection. Eric is a registered professional engineer in both Illinois and Missouri.

When he isn't busy in the office or on a project site, Eric enjoys spending time with his family. He and his wife, Stacey, have been married over 10 years. The couple have a two-year-old son named Parker and a second child is due later in the summer. As for hobbies, Eric is a golfer and also loves to travel.

"My wife and I have taken a number of trips in our time together, the most exciting of which included a two-week stay in Italy where we traveled via train from Venice to Rome, taking in some incredible sights along the way," Eric said.

"I am currently managing projects with contracts ranging in size from \$35 thousand to \$10 million in contract value," Eric said. "Project locations are spread across central and southern Illinois. And the deadlines are driven both by completion dates and working days. I enjoy the challenge of juggling it all and learning from my experiences, both good and bad."

Eric joined Halverson in November of last year. One of the biggest challenges that he has faced so far was becoming accustomed to his daily commute. He currently lives just outside of St. Louis and travels 90 minutes each way on days he is in the office.

"As a result of this, I have found the need to try to improve my time management skills and make sure that I am getting the most out of my time when in the office," he said.



Happy Birthday to everyone celebrating a birthday in the second quarter of 2015. We hope you all enjoy your special day.

APRIL

- 1st • Jeff Dokey
- 1st • Tony Velten
- 7th • Judy Estill
- 27th • Scott Halverson

MAY

- 5th • Tony Passini
- 25th • Mary Halverson

JUNE

- 4th • Josh Craggs
- 7th • Mark James
- 9th • Joe Kauffman
- 10th • Dave Halverson
- 22nd • Jeff Benkse
- 30th • Justin Vogel
- 30th • Justin Wagle

